

Notes by the way
THROUGH THE
Canadian Rockies

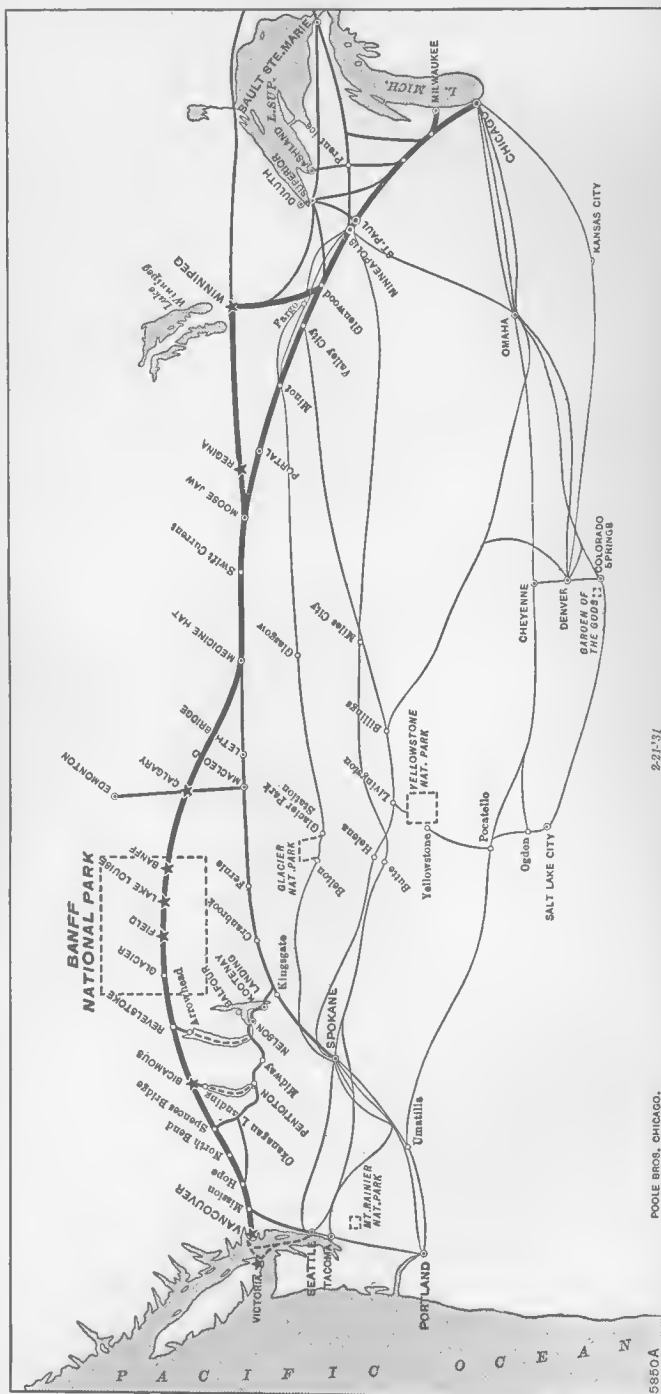
C. & N.W. ... SOO LINE and CANADIAN PACIFIC RY.



**\$OO
\$INE**

SEASON
1935

THROUGH THE CANADIAN ROCKIES TO THE PACIFIC COAST





Seven miles from Field station, through the hush of a pine-forest, brings you to Emerald Lake. This beautiful sheet of water, of most exquisite coloring and sublimity of surrounding, lies placidly under the protection of Mount Wapta, Mount Burgess and Mount President.

On its wooded shore is EMERALD LAKE CHALET, a picturesque cozy Canadian Pacific hotel.

THE

SOO-DOMINION

ALL YEAR Except During JULY and AUGUST

CHICAGO TO THE NORTH PACIFIC COAST

THROUGH THE
CANADIAN ROCKIES
Via ST. PAUL and MINNEAPOLIS

[C. & N. W., SOO LINE and CANADIAN PACIFIC RY.]
C. & N. W. to St. Paul, Soo Line to Portal, C. P. Ry. to Vancouver.
C. P. S. LINE VANCOUVER to VICTORIA and SEATTLE

EQUIPMENT

Through Standard Drawing Room Compartment Sleepers, Chicago and
Vancouver. Standard Drawing Room Sleepers, and
Tourist Sleepers, Twin Cities and Vancouver.
Lounge Car — Dining Car — Coaches

Open Observation Car through the Canadian Rockies During the Summer Season.

Ex- ample	Read down		Ry.	Read up	Ex- ample
	A. M.	DAILY	C. & N. W.	P. M.	
Sat.	10.00	Lv. Chicago(CT)...Ar	N. W.	7.05	Sat.
Sat.	11.25	Harvard	"	5.35	Sat.
Sat.	12.05	Beloit	"	4.57	Sat.
Sat.	12.27	Janesville	"	4.30	Sat.
Sat.	1.26	Ar. Madison	Lv	3.35	Sat.
Sat.	10.30	Lv. Milwaukee	Ar	7.00	Sat.
Sat.	12.45	Ar. Madison	Lv	5.00	Sat.
Sat.	1.30	Lv. Madison	Ar	3.35	Sat.
Sat.	8.14	Eau Claire	"	11.00	Sat.
Sat.	8.25	Ar. St. Paul	Lv	8.45	Sat.
Sat.	9.35	Lv. St. Paul	Soo	7.35	Sat.
Sat.	10.05	Ar. Minneapolis	Lv	7.05	Sat.
Sat.	10.25	Lv. Minneapolis	Ar	6.55	Sat.
Sun.	1.40	Ar. Glenwood	"	3.15	Sat.
Sun.	4.20	Hankinson	"	12.35	Sat.
Sun.	6.55	Valley City	"	9.50	Fri.
Sun.	8.33	Carrington	"	3.15	Fri.
Sun.	11.30	Minot	"	5.05	Fri.
Sun.	1.03	Kennmare	"	3.50	Fri.
Sun.	2.15	Ar. Portal, N. D.(CT)Lv	"	2.50	Fri.
Sun.	1.45	Lv.North Portal, Sask (MT)Ar	C P R	1.10	Fri.
Sun.	7.00	Ar. Moose Jaw	Lv	8.00	Fri.
Sun.	7.30	Lv. Moose Jaw	Ar	5.40	Fri.
Sun.	10.10	Ar. Swift Current	Lv	3.15	Fri.
Sun.	10.25	Lv. Swift Current	Ar	3.00	Fri.
Mon.	2.10	Ar. Medicine Hat	Lv	10.40	Thu.
Mon.	2.30	Lv. Medicine Hat	Ar	10.15	Thu.
Mon.	7.55	Ar. Calgary	Lv	5.20	Thu.
Mon.	8.30	Lv. Calgary	Ar	4.50	Thu.
Mon.	11.10	Ar. Banff	Lv	2.25	Thu.
Mon.	11.20	Lv. Banff	Ar	2.15	Thu.
Mon.	12.25	Ar. Lake Louise	Lv	1.15	Thu.
Mon.	12.30	Lv. Lake Louise	Ar	1.10	Thu.
Mon.	1.35	Ar. Field (E'ld Lk). (MT).Lv	"	12 noon	Thu.
Mon.	12.50	Lv. Field (E'ld Lk). (PT).Ar	"	10.45	Thu.
Mon.	2.15	Ar. Golden	"	9.03	Thu.
Mon.	6.10	Ar. Revelstoke	Lv	5.20	Thu.
Mon.	9.25	Lv. Revelstoke	Ar	5.05	Thu.
Mon.	3.20	Ar. Sicamous	"	3.15	Thu.
Tues.	9.00	Ar. Vancouver	"	2.45	Wed.
	A. M.	C. P. S. S. Line		P. M.	
*11.59	*11.00	Lv. Vancouver	Str.	8.00	7.00
7.00	3.30	Ar. Victoria	Lv	2.15	*11.59
	4.30	Lv. Victoria	"	1.30	
	8.00	Ar. Seattle	Lv	*11.30	*9.00

All train schedules shown in this publication are subject to change
without notice.

* Daily. Light face type A. M. and black face type P. M. time.
CT—Central Time. MT—Mountain Time. PT—Pacific Time.

The Mountaineer

JULY and AUGUST

EFFECTIVE: From Chicago, June 30th—From Vancouver, July 3rd, 1935.
DISCONTINUED: Last Train, From Chicago, August 29th—From Vancouver, Sept. 1st, 1935.

SUMMER SERVICE — FASTER TIME

CHICAGO

TO THE

NORTH PACIFIC COAST

THROUGH THE

CANADIAN ROCKIES

Via ST. PAUL and MINNEAPOLIS

[C. & N. W., SOO LINE and MINNEAPOLIS PACIFIC RY.]
C. & N. W. to St. Paul, Soo Line to Portal, C. P. Ry. to Vancouver.
C. P. S. S. LINE VANCOUVER to VICTORIA and SEATTLE

EQUIPMENT

Through Standard Drawing Room Compartment Sleepers, Chicago end Vancouver. Standard Drawing Room Sleepers, and
● Tourist Sleepers, Twin Cities and Vancouver.
Lounge Car — Dining Car — Coaches

(Sleepers only, between Moose Jaw and Vancouver.
Coach passengers between Moose Jaw and Vancouver will be handled on C. P. R. Trains 3 and 4.)

Open Observation Car through the Canadian Rockies.

Ex-ample	Read down		Ry.	Read up	Ex-ample
	A. M.			P. M.	
..... Sat.	10.00	Lv..... DAILY Chicago (CT).....Ar	C. & N. W.	7.05	Sat.
..... Sat.	11.25	.....Harvard.....	"	5.35	Sat.
..... Sat.	12.06	.....Beloit.....	"	4.57	Sat.
..... Sat.	12.27	.....Janesville.....	"	4.30	Sat.
..... Sat.	1.26	Ar..... Madison.....Lv	"	3.35	Sat.
..... Sat.	10.30	Lv..... Milwaukee.....Ar	"	7.00	Sat.
..... Sat.	12.48	Ar..... Madison.....Lv	"	5.00	Sat.
..... Sat.	1.30	Lv..... Madison.....Ar	"	3.35	Sat.
..... Sat.	3.14	.....Eau Claire.....	"	11.00	Sat.
..... Sat.	3.25	Ar..... St. Paul.....Lv	"	8.45	Sat.
..... Sat.	9.35	Lv..... St. Paul.....Ar	Soo	7.35	Sat.
..... Sat.	10.05	Ar..... Minneapolis.....Lv	"	7.05	Sat.
..... Sat.	10.25	Lv..... Minneapolis.....Ar	"	6.55	Sat.
..... Sun.	1.40	Ar..... Glenwood.....	"	3.15	Sat.
..... Sun.	4.15	.....Hankinson.....	"	12.35	Sat.
..... Sun.	6.55	.....Valley City.....	"	9.48	Fri.
..... Sun.	8.30	.....Carrington.....	"	8.15	Fri.
..... Sun.	11.29	.....Minot.....	"	4.55	Fri.
..... Sun.	12.51	.....Keumare.....	"	3.39	Fri.
..... Sun.	1.55	Ar..... Portal, N. D.(CT)Lv	"	2.40	Fri.
..... Sun.	1.25	Lv.....North Portal, Sask (MT)Ar	C P R	1.10	Fri.
..... Sun.	6.40	Ar..... Moose Jaw.....Lv	"	7.55	Fri.
..... Sun.	7.10	Lv..... Moose Jaw.....Ar	"	6.00	Fri.
..... Sun.	9.50	Ar..... Swift Current.....	"	3.35	Fri.
..... Sun.	10.05	Lv..... Swift Current.....Ar	"	3.25	Fri.
..... Mon.	1.50	Ar..... Medicine Hat.....Lv	"	11.45	Thu.
..... Mon.	2.00	Lv..... Medicine Hat.....Ar	"	11.30	Thu.
..... Mon.	6.50	Ar..... Calgary.....Lv	"	7.20	Thu.
..... Mon.	7.05	Lv..... Calgary.....Ar	"	7.05	Thu.
..... Mon.	9.40	Ar..... Banff.....Lv	"	5.00	Thu.
..... Mon.	10.00	Lv..... Banff.....Ar	"	4.40	Thu.
..... Mon.	11.15	Ar..... Lake Louise.....Lv	"	3.40	Thu.
..... Mon.	11.25	Lv..... Lake Louise.....Ar	"	3.35	Thu.
..... Mon.	12.35	Ar..... Field (Eld Lk) (MT)Lv	"	2.30	Thu.
..... Mon.	11.50	Lv..... Field (Eld Lk) (PT)Ar	"	1.15	Thu.
..... Mon.	1.20	Ar..... Golden	"	11.39	Thu.
..... Mon.	5.15	Ar..... Revelstoke.....Lv	"	7.50	Thu.
..... Mon.	5.30	Lv..... Revelstoke.....Ar	"	7.35	Thu.
..... Mon.	7.05	Ar..... Slocanous.....	"	6.00	Thu.
..... Tues.	8.00	Ar..... Vancouver.....Lv	"	6.30	Wed.
.....	A. M.	C. P. S. S. Line		P. M.	
.....	* 10.30	Lv..... VancouverAr	Str.	5.55
.....	2.40	Ar..... VictoriaLv	"	1.45
.....	5.00	Lv..... VictoriaAr	"	12.50
.....	9.00	Ar..... SeattleLv	"	* 9.00

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CT—Central Time. MT—Mountain Time. PT—Pacific Time.

● On C. P. R. Trains 3 and 4 between Moose Jaw and Vancouver.

THE
Soo-Dominion
CHICAGO and VANCOUVER
 VIA
ST. PAUL, MINNEAPOLIS,
BANFF and LAKE LOUISE
 THROUGH THE
CANADIAN ROCKIES

C. & N. W., SOO LINE and CANADIAN PACIFIC RY.

THE route is Chicago & North Western, Soo Line and Canadian Pacific, and serves the Canadian Rockies, including Banff, Lake Louise, Emerald Lake, The Yoho Valley . . . then on to Vancouver. It provides through travel for those who wish to enjoy the glories of the Canadian Rockies as a feature of their summer vacation.

(For Train Schedules During July and August,
 See the MOUNTAINEER, Page 3.)

The Soo-Dominion A.M. C.&N.W. Ry.	CHICAGO to ST. PAUL and MINNEAPOLIS		The Soo-Dominion P.M. C.&N.W. Ry.
Lv. 10.00	Chicago	Chicago, second city in size and importance in the United States, is beautiful as seen leaving the Chicago & North Western Railway station in the morning. An hour's ride through the growing north-western suburbs to Crystal Lake in the heart of the Fox River region	Ar. 7.05
10.55	Crystal Lake	and then past Harvard before entering Wisconsin. Beloit, Wisconsin, an industrial city and college town, is on the Rock River. For miles north of the city lie the highest river bluffs in Rock County. Janesville, industrial like Beloit, is a gem on the Rock River. After leaving the city the route runs along the river bank.	6.07
11.25	Harvard		5.35
12.05	Beloit		4.57
12.27	Janesville		4.30
1.30	Madison		3.35
Lv. 10.30	Milwaukee		Ar. 7.00
Central Time			Central Time
2.25	Baraboo	Madison, state capitol of Wisconsin, is a "Four-Lake" city. The University of Wisconsin, on one of America's most picturesque campuses flanked by Lake Mendota, is located here. The city's setting, on an isthmus, is fitting for the capitol of a state filled with lakes as is Wisconsin. Baraboo and Devil's Lake are almost synonymous. The lake, one of the scenic high-spots of the state, is on the right before going into the city. It is widely known as a "gem city."	2.37
3.35	Elroy		1.45
5.08	Merrillan		12.01
6.14	Eau Claire		11.00
7.46	Hudson		9.25
		All along the trip glimpses of the lakes that fill Wisconsin and views of her rivers are seen. Wisconsin has been aptly called "Fishconsin." In the Summer months its "North Woods" region is a haven of rest and sports for people from all over the United States.	
		Elroy and Merrillan are passed and in early evening we reach Eau Claire, beautifully located at the confluence of the Eau Claire and Chippewa Rivers. The route from Eau Claire to Chippewa Falls is one of the most picturesque in Wisconsin, broad river combining with sloping uplands to present fascinating scenery.	
		Entering restful Hudson the train passes the Willow River on the right with Lake St. Croix lying on the left. Leaving Hudson, the broad St. Croix River is crossed and the train travels in the valley of the river into St. Paul.	
Ar. 8.25 C.&N.W. Ry.	St. Paul		8.45 C.&N.W. Ry. Lv.

P.M.

A.M.



NOTES BY THE WAY



The Soo-Dominion

(For Train Schedules During July and August, See the MOUNTAINEER, Page 3.)

The Soo-Dominion

P.M.

SOO LINE

A.M.

Lv.
9.35
10.25

ST. PAUL-MINNEAPOLIS TO PORTAL

St. Paul St. Paul and Minneapolis, the Twin Cities of the Northwest, form the most important financial and manufacturing center between Chicago and Milwaukee, on the east, and the Pacific Coast on the west. Politically two municipal corporations, they are in substance one large community.

St. Paul contains, among other state institutions, the State Capitol, State Historical Library, and State Fair Grounds. Its parks are many and varied. You are sure to find interest in the historic Indian Mounds Park—the burial ground of Indian braves who fought for this territory. Como Park is a charming spot for the lover of flowers, and Lake Phalen for the followers of sports.

Minneapolis is built upon approved modern lines. Its downtown streets are broad and light, and lined with towering office and business buildings. Just beyond the center of the city wide curving highways radiate in all directions and connect with a chain of lakes:—Nokomis, Harriet, Calhoun, Lake-of-the-Isles, and Minnehaha Falls made famous by Longfellow's "Hiawatha"—forming a boulevard system which is the most unique in the country. The great University of Minnesota and the world-famous flour mills are worth an extended visit.

There are 26 golf courses in the Twin Cities, several are open to the public.

12.10

Buffalo The country along the Soo Line running west from Minneapolis to the International Boundary Line between North Dakota and Canada may for convenience be split into three divisions. The first, running slightly northwest to Elbow Lake, passes through the lake country.

1.55

Here the settlement is comparatively old, and the people are prosperous. This is one of the rich dairy sections of the state. Every little community has its creamery, or milk station.

Almost every station on the Soo Line running west from Minneapolis has its lake resorts. Often there are a number of lakes of considerable area within a radius of five miles from the town. Some of the finest lake cottages in the Northwest are on this line. Buffalo, Maple Lake, Annandale and Glenwood are particularly famous, Glenwood being the location of a state fish hatchery, although South Haven, Kimball, Paynesville and other towns are having increased attention and a corresponding appreciation from summer visitors. At all of these lake resorts the fishing is excellent.

2.57
3.40
4.20
6.00
6.55
8.33
9.12

Elbow Lake The second division into which the country along the Soo Line naturally divides itself may be called the great wheat belt of the Northwest running from Elbow Lake in Western Minnesota to Harvey, in the north central part of North Dakota, passing through the Big Bend country of Richland county, through Hankinson, Enderlin, Valley City, Carrington, and Fessenden en route.

F—Stops on signal.

Ar.
7.35
6.55

4.13
3.15

1.55
1.08
12.35
11.00
9.50
8.15
7.30

A.M.

P.M.



NOTES BY THE WAY



The Soo-Dominion

(For Train Schedules During July and August, See the MOUNTAINEER, Page 3.)

The Soo-Dominion

A.M.

P.M.

9.45
11.30
1.06
Ar.2.15
Soo Line

Harvey The third natural division of the country along the Soo Line from Minneapolis west is aptly called "Flaxland."
Kenmare
Portal Flax is a crop particularly adapted to the soil of the Dakota prairie.

7.05
5.05
3.50
Lv.2.50
Soo Line

P.M.

C. P. RY.

Ar.

Lv.
1.45
2.35
3.05
3.20
3.36
3.50

North Portal Here we leave the metals of the Soo Line and continue our journey on those of the Canadian Pacific Railway. We enter an interesting territory of large coal deposits, with many operating mines and very extensive clay areas supplying material to numerous brick plants. The country is somewhat rough, and is drained by the Souris river. North of Estevan, we enter a very fertile area, flanked on the west by the Dirt Hills and on the east by a continuation of the Regina plains. It has always been a good crop territory, settled many years ago with farmers mostly from the United States.

1.10
12.10
11.41
11.27
11.13
10.59

Mountain Time

Mountain Time

Ar.
7.00
Lv.
7.30

Moose Jaw (Altitude, 1779 feet.) Moose Jaw is the center of a rich wheat-growing district and an important division point. Its unusual name is a contraction of an Indian word meaning "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone"—an illuminating sidelight on an episode of pioneering days. The city is situated in a fine agricultural country extending from the elbow of the Saskatchewan on the north to the Dirt Hills on the south.

Lv.
8.00
Ar.
5.40

9.16

Caron Leaving Moose Jaw on the westward journey, and still climbing, we pass through a somewhat varied country. Old buffalo trails can be plainly seen, scarred and pitted on the prairie by their "wallows." Practically the only reminder of the huge herds of buffalo that roamed the prairies fifty years ago are at Banff and Wainwright, in government enclosures. Caron supplies Moose Jaw with part of its water supply. Morse and Herbert are growing towns with large tributary agricultural districts to serve. Rush Lake is a hunter's paradise; there are literally millions of ducks in its great lake and marshes during the breeding and shooting seasons. Presently we wind around an unusually large roll in the prairie formation, and reach Swift Current.

Ar.
10.10
Lv.
10.25

Swift Current (Altitude 2,432 feet.) Is situated on a pretty stream. The city is an important one, with large distributing area for merchandise. A government meteorological station is located here.

Lv.
3.15
Ar.
3.00

11.20
11.40

Seward Westward we travel through what was at one time a purely ranching country but which is today rapidly settling with first-class farmers.
Gull Lake
Tompkins Many of the small towns have sprung into active existence within the last few years. South are the Cypress Hills, a country valuable because of the commercial timber
Crane Lake
Piapot
Cross
Maple Creek
Kincorth
Walsh

1.50
1.25
12.55
12.20

12.33

A.M.

A.M.



NOTES BY THE WAY



The Soo-
Dominion
A.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

Ar. 2.10 Lv. 2.30	Dunmore	and extensive clay deposits which it contains.	Lv. 10.40
	Medicine Hat	(Altitude, 2,181 feet.) Is the city that Rudyard Kipling once called "that town that was born lucky with all hell for its basement." His allusion was to the famous natural gas wells. The gas is used by the many factories of Medicine Hat for power and by the inhabitants for lighting, heating, and producing electric light.	Ar. 10.15
4.02 4.49	Redcliff	Crossing the South Saskatchewan River, and climbing up the slope to Redcliff, we can obtain a very fine backward view of the river and the city. Natural gas plays a very important part in the industrial life of Redcliff also, glass, steel and other manufactures being established here.	10.01
	Bowell		
4.49	Suffield		
	Alderson	The railway crosses a fine stock raising country, where some of the largest herds of cattle in Canada are to be seen. The Bow River, occasionally appears to the south. The prairie is here seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal and natural gas is frequently found in boring deep wells. From Tilley on a very clear day the higher peaks of the Rocky Mountains, nearly two hundred miles distant, can be seen.	8.37 7.57
5.45	Tilley		
	Brooks		
5.45	Bassano		
	Crowfoot	At Crowfoot the Rocky Mountains are again in view. Near this point, south of the railway, is a large reservation occupied by the Blackfoot Indians, some of whom are frequently seen about the station.	7.18 7.05
Ar. 7.55 Lv. 8.30	Cluny		
	Gleichen		
Ar. 7.55 Lv. 8.30	Namaka	Beyond Gleichen the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon.	Lv. 5.20
	Strathmore		Ar. 4.50
Ar. 7.55 Lv. 8.30	Langdon		
	Calgary Alt. 3438	Calgary has municipally owned water works, electric light and power system and street railway and asphalt paving plants. Natural gas is piped from Bow Island at very cheap prices. The city has some beautiful parks and golf courses.	
Ar. 7.55 Lv. 8.30	The city is well supplied with clay and building deposits, and is close to immense developed coal areas, large developed water powers, and large gas and oil deposits. A 2,500,000-bushel Dominion Government terminal elevator is located here. Amongst the important industries of the city are meat packing, flour milling and oil refining.		
	Immediately to the east of Calgary, and extending close to the railway, and on both sides, for about 140 miles, is a large irrigated land project developed by the Canadian Pacific Railway. Drawing its water supplies from the Bow River, this block consists of over 3,000,000 acres, of which a great portion will ultimately be brought under irrigation.		
Ar. 7.55 Lv. 8.30	Alberta, still a country of considerable stock-raising interests, was until recent years one of the principal ranching sections of Canada; and in the		

A.M.

P.M.



NOTES BY THE WAY



The Soo-
Dominion
A.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

"Stampede" held every summer at Calgary—a famous frontier day celebration that draws competitors from all parts of the continent—the glories of the Old West are revived annually in a week's carnival of cowboy sports and contests.

Tributary to Calgary is a most prosperous agricultural, beef-raising and ranching district, in area some thousands of square miles, and by virtue of the nutritious and abundant grasses growing throughout this territory, cattle raised are of excellent quality. Grain and vegetables produced in this district are also very fine.

CALGARY TO FIELD

Westward from Calgary we enter the most wonderful region of Canada — the Canadian Rockies, which interpose their giant bulk between the provinces of Alberta and British Columbia. Nature has thrown up this system on so vast a scale that their greatness cannot be grasped except by some comparison. The transcontinental trains take twenty-four hours to pass from Cochrane, at the entrance to the Rockies, to Mission, where one finally leaves them. The simplest parallel is that of the Swiss Alps. To traverse these by train takes only five hours. When, therefore, the late Edward Whymper, one of the most famous mountaineers that ever lived, described the Canadian Rockies as fifty Switzerlands thrown into one, this certainly was no exaggeration.

	Robertson	The Rockies were first seen	4.31
9.15	Glenbow Alt. 3688	several miles east of Cal-	4.15
9.35	Cochrane " 3750	gary, but the finest distant	4.08
9.50	Radnor " 3896	view was that obtained	
10.08	Morley " 4078	from the roof garden of the	3.37
	Seebe " 4182	Palliser Hotel. Now we	

leave the city and the hotel behind. Between Winnipeg and Calgary the line has already climbed over 2600 feet; from Calgary to Banff it must climb another 1100 feet in eighty miles. Following the course of the Bow River, the great stretches of level prairie cease, and the rolling grassy foot-hills succeed, rising tier upon tier to the base of the great ranges to which they are the outposts.

	Kananaskis Alt. 4130	The mountains stand up	3.16
10.18	Exshaw " 4261	before us, an impenetrable	3.11
	Gap " 4248	wall; to cross them seems	

almost impossible, but over the Kananaskis river, a little above its junction with the Bow, is an iron bridge. Crossing this, we hear the roar of the Bow's mighty cataract called Kananaskis Falls.

A bend in the road brings us between two almost vertical walls of dizzy height, streaked and capped with snow and ice, and we enter the mountains by means of this Gap. On our right is the Fairholme Range, opposite it is the Goat Range. The prominent peak is Grotto Mountain (8870 feet), and those on our left are Pigeon Mountain, Wind Mountain, and the Three Sisters. Contrast the ranges ahead. Those on the right are fantastically broken and castellated; the ones opposite are massive snow-laden promontories, rising thousands of feet.

A.M.

P.M.



*A WONDERFUL MORNING AT BANFF. Ready for hiking
or trail riding.*



*AT BANFF is located one of the finest golf courses in the
world.*



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The Soo-
Dominion

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The Soo-
Dominion

A.M.

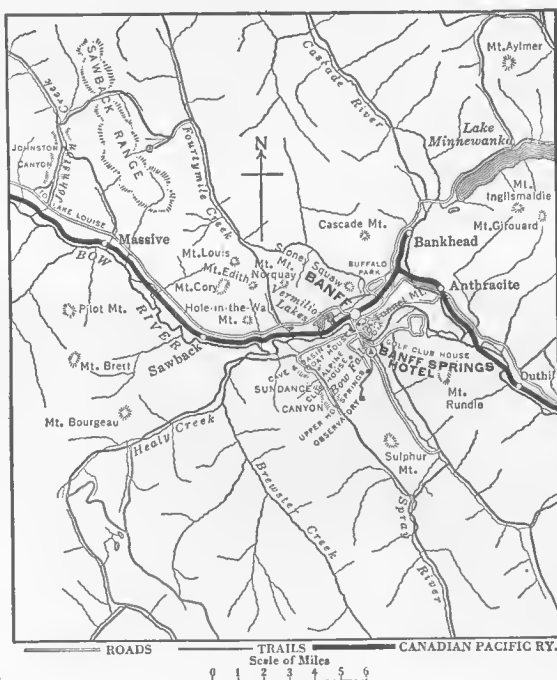
P.M.

10.36

2.54

Canmore Alt. 4295 Here on the left is obtained a striking profile of the "Three Sisters," companion peaks that form one of the first notable sights of the journey. The highest peak is 9734 feet. The curious groups of pillars on the right, some of them ten times as tall as a man, are made of hard enough material to withstand the weatherings that have played havoc with the surrounding bank. They are called "hoo-dooos." Ahead the great bulk of Cascade Mountain blocks the view. The pass narrows suddenly. On the left, the sharp peak is Rundle, so called in honor of an early missionary to the Indians. Here we leave the Bow for a time and strike up the valley of the Cascade River directly in the face of Cascade Mountain.

BANFF and VICINITY



Ar.
11.10
Lv.
11.20

Banff Alt. 4534 Banff Park, 2,585 square miles, was established in 1885—the year the Canadian Pacific Railway was completed. Banff is the administrative headquarters. The railway enters from the east, 10 miles east of Banff, and cuts across the Park for 53 miles in a north-westerly direction to its western boundary near Stephen in Yoho Park, which adjoins on the west. Within Banff Park are located Banff Springs and Chateau Lake Louise resort hotels, Moraine Lake Chalet-Bungalow Camp, Lake Agnes and Plain of Six Glaciers Teahouses and Abbott Pass Alpine Hut. Mt. Assiniboine Lodge (in Mt. Assiniboine Park) is 34 miles by trail south of Banff.

Its principal mountain ranges are the Vermilion, Kananaskis, Bourgeau, Bow, and Saw-

Lv.
2.25
Ar.
2.15

A.M.

P.M.



NOTES BY THE WAY



The Soo-
Dominion
A.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

back ranges; its principal river is the Bow, which has for chief tributaries the Kananaskis, Spray, Cascade and Pipestone rivers. The Panther and Red Deer rivers flow through the northeastern portion of the Park, which includes part of the Bow River Forest reserves. Of the many beautiful lakes within the Park, the principal are Louise, Minnewanka, Hector, Spray, Kananaskis and Bow Lakes.

Within easy walking distance of the village is Sulphur Mountain, a long wooded ridge rising to an elevation of 8030 feet, which has an observatory on its summit and the Canadian Alpine Club's permanent club-house on the slope. The club holds a camp every year somewhere in the Canadian Rockies. In the various mountain ranges that make up the Canadian Rockies—the Rockies proper, the Selkirks, and the Gold, Coast, Cascade, and Purcell Ranges—there are, according to government measurements, no less than 672 mountain peaks over 6,000 feet in height above sea level.

Cascade Mountain (9,826 feet) faces the village like a glowering giant. The sharp pointed edge of Mount Rundle (9665 feet) makes a most striking feature. Mount Edith (8370 feet) and Stony Squaw (6160 feet) are close at hand. Crossing the Bow River bridge from the village, we follow a road to where the Banff Springs Hotel stands on a height between the foaming falls of the Bow and the mouth of the rapid Spray river. This hotel, operated by the Canadian Pacific Railway, has been constructed on a magnificent scale. From its veranda beautiful panoramas are to be viewed. Just below the terrace is one of Banff's three distinctive sulphur swimming pools, supplied with sulphur water piped from Sulphur Mountain and averaging 90 degrees Fahrenheit and possessing great curative value. The pool is a beautiful one, affording excellent swimming; and a semi-circular cold water pool adjoins it on the crest of the hill. The other two pools are at Upper Hot Springs on the wooded slopes of Sulphur Mountain, reached by carriage or on foot, and at the cave and Basin, about a mile west of the bridge.

In an enclosed park about $1\frac{1}{2}$ miles to the other side of the village are a number of specimens of native animals, such as buffalo, elk, moose, mountain sheep and mountain goat. The buffalo herd, with a somewhat larger one in another park to the north, comprise the sole remains of the million buffalo which roamed the prairie fifty years ago. Long launch trips up the river, tennis, driving, motoring, swimming, horseback riding, fishing, beautiful walks and mountain climbing are some of the diversions open to visitors. A golf course is situated on the banks of the Bow River at the base of Mount Rundle. There are wonderful fossil beds on the south and east sides of Lake Minnewanka, from which many very fine specimens have been collected. An an-



NOTES BY THE WAY



The Soo-
Dominion
A.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

nual Indian "Pow-wow" of sports, races, etc., is held during the month of July.

Of great interest to automobile enthusiasts is the new automobile road that has been constructed by the Dominion Government, the British Columbia Government, and the Canadian Pacific Railway from Banff to the Columbia Valley. Its course is southeast from Castle Mountain, which we shall shortly pass, through Vermilion Pass, over the Rockies and then through some subsidiary ranges until it reaches beautiful Lake Windermere. Twenty miles south of Banff in another direction is Mount Assiniboine (11,860 feet), the "Matterhorn of the New World," the first ascent of which was made after many unsuccessful attempts in 1901. The way thither leads through beautiful valleys shaded with transparent blue lakes and park-like prairie openings, and the journey is a particularly fine pony and camping trip.

11.52

Castle Mountain Alt. 4633 Leaving Banff, the
Eldon " 4822 railway rejoins the

Bow and follows it up through a forested valley. We skirt the Vermilion Lakes and obtain an excellent view of Mount Bourgeau on the left. Far to the south these snowpeaks enclose Simpson's Pass. A sharp turn, and also on the left we see Pilot Mountain, a landmark of mountain trappers visible from either end of the Bow, Hole-in-the-Wall Mountain (9184 feet), on the right, has an interesting cavern running into the mountain for 160 feet.

Castle Mountain, a sheer precipice 9030 feet in height that towers almost 5000 feet above the railway, is so named because no imagination whatever is required to see in it the outlines of the towers and battlements of some ancient fortress. This mountain overlooks the railway for almost eight miles. After passing Castle Mountain, we see to the right the bare, rugged and sharply serrated Sawbuck sub-range, with a spur, called the Slate Mountains, in the foreground at Lake Louise. Looking ahead we catch many enchanting glimpses until, at Eldon, the whole array is in full view. Turning to the left, and looking backward we see Pilot Mountain, Copper Mountain, Mount Brett and Vermilion Pass, where the continental watershed sends the Vermilion River westward into the Kootenay.



P.M.

P.M.



NOTES BY THE WAY

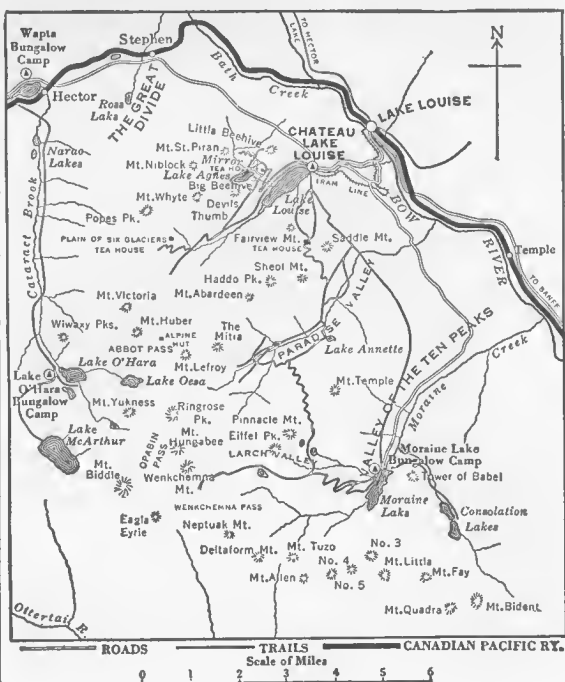


The Soo-
Dominion
P.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

LAKE LOUISE and VICINITY



Ar.
12.25
Lv.
12.30

Lake Louise Alt. 5044 Thirty-five miles from Banff we reach Lake Louise. This is one of the most perfect gems of scenery in the world—"a lake of the deepest and most exquisite coloring, ever changing, defying analysis, mirroring in its wonderful depths the sombre forests and cliffs that rise from its shores on either side, the gleaming white glacier and tremendous snow-crowned peaks that fill the background of the picture, and the blue sky and fleecy clouds overhead." On the shores of this beautiful lake the Canadian Pacific Railway operates one of its splendid hotels, the Chateau Lake Louise. The out-door warm water swimming pool is popular.

The principal mountains surrounding Lake Louise are (from left to right as you stand on the hotel veranda) Saddleback (7,783 feet), Fairview (9,001 feet), Lefroy (11,220 feet), Victoria (11,355 feet), Whyte (9,776 feet), Devil's Thumb (8,066 feet), Big Beehive (7,440 feet), Niblock 9,754 feet), St. Piran (8,681 feet), and Little Beehive (7,110 feet), Victoria Glacier, which shuts off the southern end of the lake, is an awe-inspiring spectacle. Along the westerly shores of the lake is a delightful mile-and-a-half walk affording splendid views of these gigantic peaks.

Lv.
1.15
Ar.
1.10

P.M.

P.M.



NOTES BY THE WAY



The Soo-
Dominion
P.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

Among the numerous delightful excursions from Lake Louise is that to Lakes in the Clouds, two gems that nestle high up on the mountain side. The trail leaves the west end of the Chateau and rises gradually to Mirror lake (altitude 6,650 feet), and thence to Lake Agnes (6,875 feet). There are beautiful views on the way up, and the trail is excellent. A charming tea house has recently been established on the shore of Lake Agnes. The trail continues around Lake Agnes and up a zigzag path to the Observation House on the Big Beehive. The trip can be made either by sure-footed mountain pony or on foot, and the round trip distance is about five miles. Return can be made if desired via the Little Beehive and Mt. St. Piran, or via the lower glacier trail.

Another charming trip is that to Moraine Lake, a lovely mountain lake lying in the "Valley of the Ten Peaks." These ten peaks, all of which are over 10,000 feet high, and the highest of which, Mount Deltaform, is 11,225 feet, encircle the eastern and southern sides of the lake, and present a serrated profile that affords a most majestic view. Lake Moraine affords good trout-fishing. On the eastern shore of the lake is the Tower of Babel (7,580 feet), a mountain of somewhat curious shape, on the other side of which is Consolation Lake.

Still another fine pony trip is to Paradise Valley. Ponies may be taken up Paradise Valley, via either the Saddleback and Sheol Valley, or via the low trail. The journey is continued up the valley to a short branch trail leading to the Giant's Steps, a step-like rock formation over which the water glides in silver sheets. The journey may then be continued across the valley to Lake Annette (altitude 6,500 feet), a tiny emerald sheet of water on the side of Mount Temple, and thence back to Lake Louise, a distance of thirteen miles.

In a southwesterly direction from Lake Louise is Lake O'Hara. There is an excellent trail from Wapta Chalet-Bungalow Camp, a few miles west of Lake Louise station, and the trip affords an extremely delightful two days' camp. There is also a new trail to Lake O'Hara direct from Lake Louise. Consolation Lake, which is about three miles from Moraine Lake, is a very profitable place to fish for cut-throat trout.

For those who wish to visit the glaciers, climb mountains, or make some of the more strenuous trips through the passes, Swiss guides, whose services can be obtained by visitors, are attached to the Chateau Lake Louise. There is good trout-fishing at several points near Lake Louise.

The Great Divide Alt. 5298 Six miles west of Lake Louise is the "Great Divide," which is the highest elevation of the Canadian Pacific Railway, the boundary between Alberta and British Columbia, and the very backbone of the continent. It is marked by a rustic arch spanning a stream under which the water divides.



NOTES BY THE WAY



The Soo-
Dominion

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion

P.M.

P.M.

1.00

Hector From the Great Divide the railway begins to descend. Wapta Camp on Wapta Lake (Hector Station) is an attractive summer resort for tourists, consisting of rustic bungalows with a central community house.

Between here and Field, a distance of fourteen miles, it descends nearly a quarter of a mile through the Kicking Horse Pass. Formerly this was a difficult track, the gradient being 4.5 per cent; but by two wonderful tunnels—forming one of the most notable engineering feats in existence—this difficulty has now been eliminated, and the grade reduced to 2.2 per cent. These tunnels are the famous "Spiral Tunnels."

Mountain
Time

Ar.

1.35

Lv.

12.50

Pacific
Time

FIELD TO REVELSTOKE

Field Alt. 4072 Towering 6,000 feet higher than the little town is seen Mount Stephen (10,485 feet) and in front of it roars Kicking Horse River, which the railway will now follow for a considerable distance.

Field is the gateway to a wonderful mountain resort, the far-famed Yoho Valley, which stretches away to the north between great glacier-bound peaks. Yoho Park, another national park, has an area of 476 square miles. Among its attractions are Takakkaw Falls, Twin Falls, Yoho Glacier, etc. Takakkaw Falls, the trip to which can be made in a day by either motor or pony along a good trail, are among the most wonderful in the world. An immense volume of seething, boiling water rushes over the precipice on the far side of a narrow gorge, and descends the rock sides in clouds of foam, a drop of 1,200 feet. Farther up the Yoho Valley, following the Yoho River, is a rather more rugged country, affording a longer trip. Twin Falls, divided by a high rock on the edge of the precipice, are of even greater interest than Takakkaw Falls, owing to the vast columns of steam-like spray caused by the concussion of their two columns of water with the rock flooring nearly 700 feet beneath. From here one can penetrate still farther into the ranges and reach Yoho Glacier.

The trip from Field to Emerald Lake is a delightful one. An excellent auto road crosses the Kicking Horse River at Field to the base of Mount Burgess, and leads through a forest of balsam and spruce to Emerald Lake, seven miles distant. This beautiful lake, of most exquisite coloring and sublimity of surroundings, lies placid under the protection of Mount Wapta, Mount Burgess and Mount President. It is well stocked with fish, and its vicinity affords many charming excursions on foot. A picturesque two-story log chalet has been erected on the shore of the lake, and is operated by the Canadian Pacific. Here the tourist may break his journey en route to the Yoho Valley.

It is also possible to reach the Yoho Valley from Emerald Lake. From Emerald Lake an excellent trail leads around the lake to the Yoho Pass (altitude 6,020 feet), where it is joined by the trail from Field over Mount Burgess. Reaching the summit by pony, a wonderful view is obtained. Summit Lake, a small but beautifully

Mountain
Time

Lv.

12 Noon

Ar.

10:45

Pacific
Time

P.M.

A.M.



*THE MAGNIFICENT BANFF SPRINGS HOTEL of the Canadian Pacific .
height between the foaming falls of the Bow and the mouth of the rapid Spray F
Had Banff not become famous for its beauty, it must have become famous for
continent. The Hotel has its own*



Canadian Pacific Railway, the finest mountain hotel in the world, stands on a rapid Spray River. From its verandahs and lawns are beautiful panoramas. It is famous for its hot springs, which are amongst the most important of this hotel has its own sulphur pool.



NOTES BY THE WAY



The Soo-
Dominion
P.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
A.M.

colored lake, is passed, and thence descent is made into the Yoho Valley. Yet another route to the Yoho Valley is over Burgess Pass. The pony trail from Field rises up the wooded slopes of Mount Burgess to the pass (altitude 7,150 feet), from which a magnificent panoramic view of the surrounding mountain ranges may be obtained. Mount Burgess, a sharp-topped mountain (8,463 feet) is in the center, with the Kicking Horse River on the left and the road to Yoho Pass on the right. Continuing along the slopes of Mount Wapta the trail is almost level until the Yoho Pass is reached, whence descent is made to either Takakkaw Falls or to Emerald Lake.

At Wapta Lake, Lake O'Hara and in the Yoho Valley are picturesque chalet-bungalow camps for the accommodation of visitors.

1.29

Ottertail Alt. 3720 Resuming our journey west-
Leancholl " 3682 ward from Field, we use the
open observation cars provided for travelers, which afford the utmost opportunities for viewing the magnificent scenery. The locomotives are oil-burning, which means an absence of smoke and dust. The railway begins to descend steadily. The narrow valley of the Kicking Horse divides the Ottertail Range on the left from the Van Horne Range on the right. A vivid contrast in mountain formation can be made between the two ranges. One mile west of Emerald we can see Mount Goodsir (11,676 feet), on the left, the highest of the Ottertail group. At Leancholl we leave the Yoho Park.

On the left, Mts. Vaux and Chancellor are seen, the glacier on the former plainly visible. Mount Chancellor (10,731 feet), is one of the giant peaks of the Ottertail Range. At the base of Mount Hunter the river turns abruptly and plunges into the lower Kicking Horse Canyon.

Lv.
2.15

Palliser Alt. 3288 The canyon rapidly deepens
Glenogle " 3008 until, beyond Palliser, the
Golden " 2583 mountain sides become vertical. The roar of the river as it rushes from side to side of the narrow gorge, the thunder of the train as it follows the river—pandemonium increased a thousandfold by the reverberations of the canyon walls—gives an indescribable sensation until at Golden we suddenly reach daylight again, and the noisy, turbulent Kicking Horse is received into the calm bosom of the mighty Columbia.

Golden, an interesting town with large lumbering and mining interests, commands the trade of the fertile Windermere Valley to the south. The Columbia river, the most important waterway flowing into the north Pacific Ocean on the western side, rises in the north end of Lake Windermere, and flows north in a famous "Big Bend," paralleling the railway for several miles until it leaves it at the lower slopes of the Selkirks to reappear at Revelstoke on its way south to the United States. To the right on the track, shortly after leaving Golden station, can be seen the model Swiss village of "Edelweiss," erected by the Canadian Pacific for the Swiss guides whom

Lv.
9.03

P.M.

A.M.



NOTES BY THE WAY



The Soo-
Dominion
P.M.

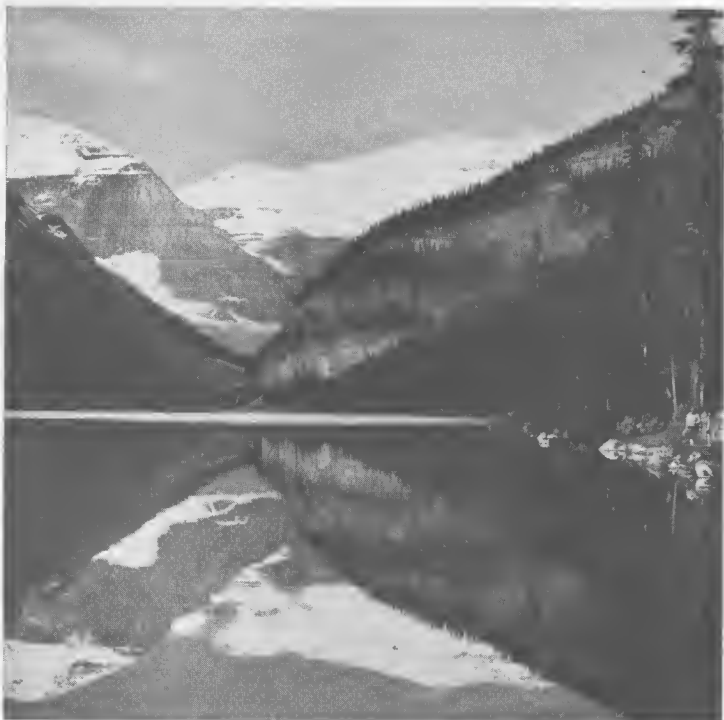
(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
A.M.

	it employs for the benefit of mountain climbers. Previous to the erection of this village, which lies on the slopes of a hill and reproduces with remarkable verisimilitude the characteristic architecture of the Swiss chalet, the guides had always returned to Switzerland at the end of each season, but now they live in Canada the entire year.	
2.28	Moberly Alt. 7731 takes its name from Mount Moberly, one of the most prominent peaks for some miles along the river valley. About two miles west of Moberly, on the south just before crossing Blaeberry River, is the site of the oldest cabin in the mountains—the cabin where a government survey party under Walter Moberly, C. E., engaged in a preliminary surveying for the railway, passed the winter of 1871-2. They wintered their stock on the shore of what is now Lake Windermere.	8.50
3.15	Beavermouth is the farthest north station of the transcontinental route, at the base of the Selkirks.	
	Stoney Creek The bridge which crosses Stoney Creek, 270 feet above the gorge, is the highest on the main line of the Canadian Pacific. Stoney Creek is a noisy mountain torrent, flowing in the bottom of a narrow V-shaped channel cut deeply into the steep slopes along which the railway creeps.	
Lv. 4.27	Glacier Alt. 3778 Mount Macdonald towering more than a mile in vertical height above the railway, makes a most impressive picture.	Lv. 7.10
	Connaught Tunnel Until the end of 1916, the railway crossed the Selkirks through Rogers Pass, following Bear Creek and then bending round to Glacier and back again to the Illecillewaet River in a series of sharp loops. This was a most spectacular route, affording some magnificent views of Mount Macdonald, Mount Tupper, and other giant peaks; but it had many disadvantages, among which were the enormous track curvature and the necessity of maintaining long stretches of snowsheds.	
	These difficulties were finally overcome by the construction of the Connaught Tunnel, under Mount Macdonald, named in honor of H. R. H. the Duke of Connaught, then Governor General of Canada. This tunnel is the second longest tunnel in America, measuring slightly over five miles from portal to portal, it not only eliminated track curvature to an amount corresponding to seven complete circles, but also lowered the summit attained by the railway by 552 feet, reduced the length of the line by $4\frac{1}{3}$ miles and dispensed with $4\frac{1}{2}$ miles of snow-sheds. The tunnel is double tracked, and measures 29 feet from side to side and $21\frac{1}{2}$ feet from the base rail to the crown. The method by which it was pierced involved the tunnelling of a pioneer bore paralleling the center line of the main tunnel—a feature that was new and aroused the interest of tunnel engineers the world over. The railway emerges from the tunnel at Glacier station.	

P.M.

A.M.



LAKE LOUISE. Deepest and most exquisitely colored, sweeping from rosy dawn to sunset through green, blue, amethyst and violet.



MORAINE LAKE, but nine miles from Lake Louise. In this Valley of the Ten Peaks an attractive Chalet-Bungalow Camp has been built for your comfort.



NOTES BY THE WAY



The Soo-
Dominion
P.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
A.M.

5.21 **Albert Canyon** is a deep fissure in the solid rock, its walls rising straight up on both sides to wooded crags. The railway runs along the very edge of this gorge. We see the river nearly 150 feet below, boiling angrily in a narrow twenty foot flume.

5.43 **Twin Butte** takes its name from the double summit nearby to the left, now known as Mounts Mackenzie and Tilley. In this district is the home of the woodland or black-faced caribou, the mountain goat, the grizzly, cinnamon and black bears.

Ar.
6.10
Lv.
6.25

REVELSTOKE TO VANCOUVER

Revelstoke Alt. 1494 This flourishing city lies in the beautiful Columbia River Valley, surrounded by lofty and picturesque mountains, some clothed with trees and verdure to their very peaks, others crowned with rugged and rocky spires or glistening glaciers. It is the gateway to the Kootenay and Arrow Lakes, and is the center of large timber and mineral districts. Revelstoke is in the heart of very fine hunting grounds, and the Alpine climber will find whole worlds to conquer. In winter, a popular winter-sport carnival is held here. Besides the drive up Mount Revelstoke, there is also the beautiful excursion along the Columbia River.

Mount. Revelstoke National Park 100 square miles in extent, is bounded on the south by the Illecillewaet River. It includes not only the striking mountain from which it derives its name, but also the Clach-na-Cudainn Range.

The park, altogether a mountain-top one, provides a wonderful automobile trip. A road, as hard and smooth as a city boulevard, has been constructed by the Dominion Government. It ascends by an easy grade through a virgin forest, winding along rocky ledges and on the verge of deep chasms. The glory of the ride is the remarkable view that can be obtained, all the way up, of the valley below—the Selkirks to the southeast, the Monashee Range to the southwest, and the Columbia and Illecillewaet Rivers twisting like ribbons around the city.

7.40 **Craigeliachie Alt. 1225** Here an obelisk alongside the track commemorates the completion of the construction of the Canadian Pacific Railway. It was here, on November 7th, 1885, that the rails from the East met the rails from the West, and the long-cherished vision of a Canadian transcontinental railway became a reality.

Ar.
8.20
Lv.
8.30

Sicamous Alt. 1153 on Shuswap Lake, is not only the junction of the main line with the Okanagan Valley branch; it is also a favorite stop-over point for travelers who, having traversed the mountains, wish also to see by daylight the wonderful canyon scenery that lies between here and Vancouver. To accommodate this traffic, the Canadian Pacific has erected a comfortable hotel on the shore of the lake.

Lv.
11.55

Kamloops Alt. 1159 The chief town of the interior country of British Columbia, is over a hundred years old, having originally been a Hudson Bay post. Situated at

Lv.
5.20
Ar.
5.05

Lv.
3.15
Ar.
3.10

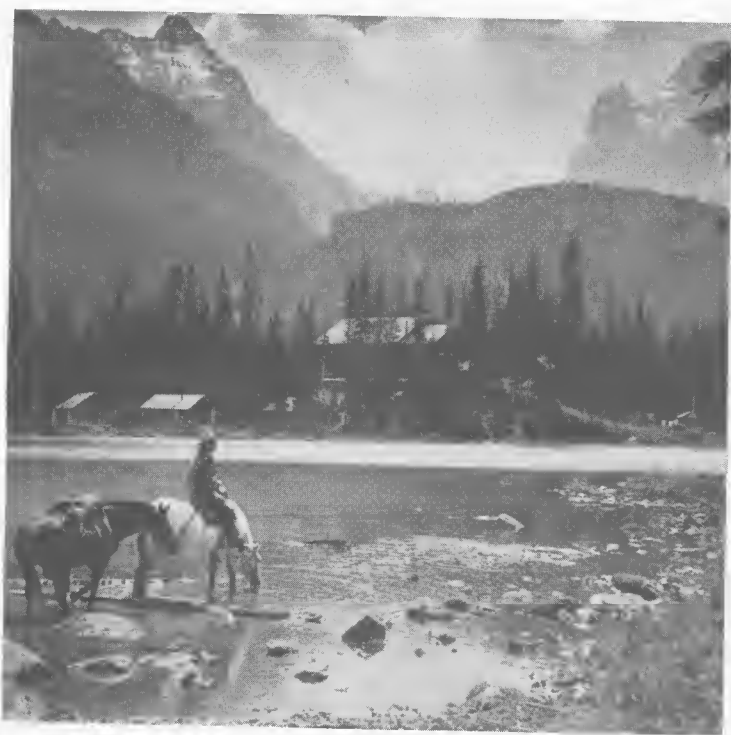
Lv.
12.10

P.M.

A.M.



YOHIO VALLEY. Twin Falls is one of the many attractions of this famous valley.



LAKE O'HARA CAMP—This Alpine lake, of exquisite coloring, is a splendid climbing, riding and walking center. Excursions to Lake McArthur and Lake Oesa, or over Abbott Pass to Lake Louise.



NOTES BY THE WAY



The Soo-
Dominion
A.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

	the confluence of the North and South Thompson Rivers, both draining fertile valleys, it is a beautiful city, with a climate that makes it a most desirable resort. Trout fishing and game add to its charm for the tourists and sportsmen.	
	Tranquille Just below Kamloops the	
	Cherry Creek Thompson widens out into	
12.49	Savona Kamloops Lake, a beautiful	
	Walhachln sheet of water. The railway runs	
1.31	Ashcroft along its south shore for twenty	10.14
	Spatsum miles and, because of the series	
2.22	Spence's Bridge of mountain spurs projecting	9.24
	into the lake, a number of tunnels punctuate this twenty miles. At Savona the lake ends, and we enter the series of Thompson River canyons which leads us through marvelous scenery westward to the Fraser.	
	Drynoch From this point on we notice various	
	Thompson peculiarities of the scenery and soon	
	Gladwin we find ourselves running upon a	
3.10	Lytton ledge cut out of the bare hills on the	8.35
	Keefers irregular south side of the river. The mountains draw together and we wind along their face and gaze upon the boiling flood of Thompson Canyon hundreds of feet below.	
	At Lytton the canyon widens to admit the Fraser, the chief river of British Columbia, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The great river is forced between vertical walls of black rock, where, repeatedly thrown back upon itself by opposing cliffs, it madly foams and roars. Six miles below Lytton we cross the Fraser by a fine bridge, plunge into a tunnel and emerge at Kanaka. Along the way we can see the old Government Road, abandoned now, and often Indians spearing salmon or scooping them out with dip-nets.	
Lv.		Lv.
4.35	North Bend North Bend is a desirable stopping	7.30
	Spuzzum place for those who wish to see	
5.41	Yale more of the Fraser Canyon than is	
	Haig possible from the train. From Boston Bar, a few miles below, where	
	Hope the principal canyon of the Fraser begins, to Yale, the scenery is startling. Ten miles below North Bend two jutting promontories suddenly compress the river and force it to escape in a roaring cataract through a bottleneck outlet. This is the famous "Hell's Gate." This section of the railway commands the admiration for the way it has overcome apparently insuperable difficulties. The railway follows the canyon, at often a considerable height above the river bank; the track, hewn from the solid rock, also tunnels through great rock spurs. Ten miles below Spuzzum there is an interesting engineering feat, the four tunnels of the Fraser Canyon, located in rapid succession.	
	Ruby Creek Soon the canyon widens out and	5.26
6.41	Agassiz broad level fields displace the	5.05
6.59	Harrison Mills rude Indian farms. Ruby Creek	4.45
	Nicoamen obtains its name from the garnets	
7.33	Mission found in the neighborhood. Agassiz has a Government Experimen-	4.10
A.M.		P.M.



NOTES BY THE WAY



The Soo-
Dominion
A.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

	tal Farm and is also the station for Harrison Hot Springs. There are hot sulphur springs on Harrison Lake, highly regarded for their curative properties. Here we cross the Harrison River just above its confluence with the Fraser. A few miles beyond Nicoamen, that isolated cone we see is the gigantic Mount Baker, in the State of Washington.	
7.59	Whonnock The country through which we	
8.04	Haney are now passing—practically on	3.42
	Hammond sea-level—has a rapidly expand-	
	Westminster Jct. ing small fruit industry. The	
	fields, in growing season, pre-	
	sent to the traveler a very attractive picture.	
	When we come to the crossing of the Stave River	
	we should look back up the Fraser. This is the	
	best way to get a good view of Mount Baker.	
	We traverse Pitt Meadows, cross Pitt River, and	
	reach Westminster Junction, where we leave the	
	Fraser River.	
	Port Moody Port Moody, at the head of Burrard	
	Barnett Inlet, was once the terminus of the	
	Hastings Canadian Pacific Railway. We fol-	
	low the south shore of the Inlet, en-	
	joying its picturesque features, pass Hastings,	
	formerly a watering place, and at last find our-	
	selves in Vancouver.	
Ar.		Lv.
9.00		2.45
Lv.	Vancouver Vancouver, the terminal of the Ca-	Ar.
10.30	nadian Pacific transcontinental rail	8.00
	lines and its trans-Pacific steamship routes, is the	
	largest commercial center in British Columbia. It	
	has an excellent harbor nearly land-locked and	
	fully sheltered, facing a beautiful range of moun-	
	tains that are tipped with snow the year around.	
C.P.S.S.		C.P.S.S.
	The magnificent Hotel Vancouver is operated	
	by the Canadian Pacific Railway. Wonderful	
	views of the Strait of Georgia can be obtained	
	from the roof garden of this hotel.	
	Vancouver is most picturesquely situated on	
	Burrard Inlet. Surrounding it are beautiful en-	
	vironments of varied character. All kinds of water	
	sports are available, and are encouraged through	
	a mild climate and extensive bodies of water.	
	There are many bathing beaches, parks, boule-	
	vards, automobile roads and paved streets. The	
	roads around the city are famous for their excel-	
	lence, and there are many fine drives, varying	
	from an hour to a day in time. Among them may	
	be mentioned Stanley Park—one of the largest	
	natural parks in the world, a primeval forest	
	within the city limits and containing thousands of	
	Douglas firs and giant cedars of a most amazing	
	size and age. The park is encircled by a perfect	
	road. The "Marine Drive" takes the visitor	
	through the best residential parts of the city, in-	
	cluding Shaughnessy Heights and Point Grey,	
	thence to the mouth of the Fraser River with its	
	fleets of salmon trawlers, and back along the	
	coast, Capilano Canyon, a gorge of great natural	
	beauty, in North Vancouver, is reached by a re-	
	cently completed road. The Pacific Highway, in-	
	cluding Kingsway, runs through Vancouver, con-	
	necting up with the main American roads of the	
	Northwest.	

The 11.59 P. M. steamer from Victoria
arrives Vancouver 7.00 A. M.

A.M.

A.M.



NOTES BY THE WAY



The Soo-
Dominion
P.M.

(For Train Schedules During July and August,
See the MOUNTAINEER, Page 3.)

The Soo-
Dominion
P.M.

Vancouver has several good golf courses which are open to visitors. There are a number of good tennis clubs.

Vancouver is the port of the trans-Pacific services of the Canadian Pacific Steamships, which maintain regular services to Japan and China. A large proportion of the silk trade of the Orient passes through Vancouver, and the Canadian Pacific "Silk Train" is perhaps the most famous freight train in the world. From Vancouver the steamers of the Canadian-Australasian Line ply to Honolulu, Fiji, New Zealand and Australasia. Various Canadian Pacific steamer services along the British Columbia coast run from Vancouver.

Ar.
3.30
Lv.
4.30

VANCOUVER TO VICTORIA AND SEATTLE

Lv.
11.59

Victoria From Vancouver to Victoria is a pleasant sail of about five hours across the Strait of Juan de Fuca. There is a double, daily service on this trip, one by day that makes the triangular route to Seattle, the other by night that goes direct.

Victoria, charmingly situated at the southern end of Vancouver Island, is the Garden City of Canada. Its delightfully mild climate makes it a favorable resort for both summer and winter. It is the provincial capital of British Columbia, and owing to the characteristic beauty of its residential district has often been called "A bit of England on the shores of the Pacific." It is distinctively a home city, with fine roads and beautiful gardens, although its enterprising business district, composed of imposing stores and tall office buildings, speak of a rich commerce drawn from the fishing, lumber and agricultural industries of Vancouver Island. Victoria's beauty lies in its residential districts, its boulevards, parks, public buildings, numerous bathing beaches, and semi-tropical foliage. The famous strawberry growing districts of Gordon Head and Keatings are close to Victoria.

The Empress Hotel, last in the chain of Canadian Pacific hotels, overlooks the inner harbor, within a stone's throw of the Parliament Buildings.

Victoria is the seat of the British Columbia Provincial Government. The Parliament Building is a handsome structure, overlooking the inner harbor.

Golf can be enjoyed every day of the year at Victoria. Several golf courses are open to visitors.

Saanich Mountain Observatory, reached by splendid auto road or interurban car, was selected as observatory site, owing to Vancouver Island's equable climate. The observatory, in addition to being of interest itself, commands from its site one of the finest views on the Pacific Coast.

Ar.
9.30

Seattle Seattle is the largest city in the State of Washington, and one of the most important on the Pacific Coast. It is a beautiful and progressive city, with a rapidly increasing population. Situated on the east side of Puget Sound, up the slopes of the hills that front the latter, it has a fine harbor accessible to the largest vessels afloat. Lake Washington, a body of fresh

Pacific
Time

The 11.30 P. M. steamer from
Seattle for Vancouver does not
call at Victoria.

11.30
Lv.

P.M.

25

P.M.

The Soo-
DominionThe Soo-
Dominion

water about twenty miles long and three miles wide, bounds the city on the east, and is now connected with the Sound by the Lake Washington Canal, a very notable feat of engineering that has a great and important bearing upon Seattle's future. The down-town business section of Seattle has many large buildings, including the L. C. Smith Building, one of the highest in America. Seattle has a very pleasing residential section, especially in the vicinity of the University of Washington, and many beautiful parks and summer resorts. A large number of enjoyable trips can be made from Seattle, by train, steamer, and motor, such as to Bellingham, Everett, Tacoma, Mount Rainier, the Olympic Peninsula wonderland, and to many resorts and lakes in the Cascade and Olympic mountain ranges.

THE STAMPEDE RANCH

Conducted by Guy Weadick and Flores La Due

(Mrs. Guy Weadick)



A Camping Trip

Guy Weadick is internationally known as the originator and producer of the famous Frontier Day Celebration and Championship Cowboy Contest, "The Stampede," held annually at Calgary, Alberta.

The location of the Ranch is acknowledged as having no peer in the West. It is situated in the heart of Alberta's famed "cattle country" joining the E P Ranch, the property of H.R.H., the Prince of Wales.

Guests at the Ranch live a healthy outdoor life. The foothills and mountains for miles are their play grounds. Riding, hiking, fishing, swimming.

If you are looking to spend a holiday devoid of social frills, in a genuine western ranch atmosphere, you will enjoy the Stampede. It is **not** a "resort hotel."

The rates are reasonable and include free transportation for guests and their baggage from High River to the ranch and return, as well as personal saddle horses, saddle, bridle and saddle blanket.

For detailed information communicate with

GUY WEADICK

Manager Stampede Ranch

Longview, P. O. Alberta, Canada

(Telegraph Address—High River, Alberta)

ALASKA - YUKON

FROM
SEATTLE, VICTORIA, VANCOUVER
TO
SKAGWAY and RETURN

TO Alaska and back by the Inside Passage is a two-thousand mile nine-day journey from Vancouver, with six ports of call. During the summer months the Canadian Pacific assigns for this service the finest units of its well-known "Princess" fleet. All staterooms are outside rooms—light, cozy and well ventilated. Public rooms—dining room, observation room, lounges, smoking room—are bright, cheerful and charmingly furnished. All ships have dance floors and carry dance orchestras.

Alaska is a land of gold, of flowers, of fox farms, salmon, Indians and totem poles. Its scenery is of a character unknown elsewhere on this continent. For four days the steamer threads the long, almost land-locked "Inside Passage," winding through mountain-hemmed fiord-like waterways, with wooded islands, tremendous glacier-clad peaks and fascinating old settlements as continuous episodes.

It is a country of mystery—a strange land of charm and contrast. Busy towns with their modern industries beside weird, ancient totem poles—silent snow-fields, great granite peaks lifting snow-covered heights into brilliant sunshine—painted hills like magic rainbows—heavy green-clad shores with filmy mists. Strong and vast, free and untamed, with the pulse of fresh life rising high in its veins.

It is a land of contrasts. Never was so mistaken an idea as that it is all winter. If it were, whence come the gorgeous, vivid flower gardens that one sees everywhere, such masses of color that they dazzle the eye? The answer is simple: the warm Japan current, striking Vancouver Island, is deflected northward, and carries to the Land of the Midnight Sun the same delightful humidity that the Pacific Coast knows.

***No Water Journey in America can quite compare
in Scenery with the Trip to Alaska.***

CANADIAN PACIFIC HOTELS

1935

Name of Hotel	Altitude	Season	Recreations
Winnipeg, Man. Royal Alexandra Hotel.....E	772	All Year	Golf, Motoring, center of Canadian West (Site of old Fort Garry).
Regina, Sask. Hotel Saskatchewan..E	1896	All Year	Golf, Motoring.
Calgary, Alta. Hotel Palliser.....E	3438	All Year	Golf, Motoring, Fish- ing (Trout).
Banff, Alta. Banff Springs Hotel..E	4625	June 16- Sept. 10	Golf, Swimming, (fresh water and warm sul- phur pools), Riding, Climbing, Motoring, Fishing, Boating. Banff National Park.
Lake Louise, Alta. Chateau Lake Louise.E	5670	June 21- Sept. 10	Alpine Climbing, Boat- ing, Swimming, Pony Trails, Fishing, Lakes in the Clouds, Mor- aine Lake, Glaciers.
Emerald Lake (near Field, B. C.) Emerald Lake Chalet.A	4272	June 21- Sept. 10	Boating, Fishing, Pony trails to Yoho Valley, Takakkaw Falls. Riding to Summit Lake and Twin Falls.
Vancouver, B. C. Hotel Vancouver.....E	100	All Year	Golf, Motoring, Fish- ing, Steamer Excur- sions.
Victoria, B. C. Empress Hotel.....E	Sea Level	All Year	Golf, Motoring, Yacht- ing, Sea and stream fishing. Salt Water bathing in Crystal Garden.

HOTELS REACHED BY THE CANADIAN PACIFIC

Name of Hotel	Altitude	Season	Recreations
Sicamous, B. C. Hotel Sicamous.....A M. J. Brennan, Lessee	1153	All Year	Rowing, Canoeing, Motor boats, Trout fishing, (Shuswap Lake), Swimming, Hiking, Auto Trips, Billiards.
Penticton, B. C. Hotel Incola.....A Owned and operated by the Okanagan Hotel Company.	1132	All Year	Boating and Fishing Okanagan Lake Splendid Motor Roads, Golf, Tennis.
Cameron Lake, B. C. Cameron Lake Chalet.A Vancouver Island	604	May 15- Sept. 30	Fishing, (Trout), Boat- ing, Splendid Forests. (Salmon fishing ad- jacent).
Agassiz, B. C. "Harrison Hot Springs Hotel".....A Owned and operated by Harrison Hot Springs Hotel Co., Ltd.	60	All Year	Two Natural Hot Springs (sulphur and potash), Motor Boat- ing, Golf, Canoeing, Fishing, Swimming, Tennis, Mountain Climbing.

A—American plan. E—European plan.

CHALET-BUNGALOW CAMPS

Mount Assiniboine Lodge—Two days horseback ride from Banff. 35 miles by trail, stopping overnight in half-way cabin. Camp is at the foot of Mount Assiniboine. Open July 1-Sept. 15, 1935, and during October by reservation.

Lake Wapta Chalet-Bungalow Camp—Overlooking beautiful Lake Wapta, just west of the Great Divide, Center for Alpine climbing, drives, pony rides, and hikes to Lake O'Hara, the Yoho Valley, the Kicking Horse Canyon, etc. Nearest station, Hector, B. C. Open June 21-September 10, 1935.

Lake O'Hara Chalet-Bungalow Camp—This Alpine lake, of exquisite coloring and charm, is a splendid climbing, riding and walking center. Excursions to Lake McArthur and Lake Oesa, or over Abbot Pass to Lake Louise. Nearest station, Hector, B. C. Open June 21-September 10, 1935.

Yoho Valley Chalet-Bungalow Camp—At the most delightful location in Yoho Valley, facing Takakkaw Falls. Excursions to the upper Valley, Twin Falls, Yoho Glacier, or over Yoho Pass to Emerald Lake. Nearest station, Field, B. C. Open June 21-September 10, 1935.

Moraine Lake Chalet-Bungalow Camp—At the head of the Valley of the Ten Peaks. Good trout fishing, climbing, riding and hiking to Consolation Lakes, Paradise Valley, Wenkchemma Pass, etc. Nearest station, Lake Louise, Alta. Open June 21-September 10, 1935.

Radium Hot Springs Chalet-Bungalow Camp—Swimming in Radium Hot Springs Pool, hiking and climbing, and wonderful views of the Selkirks. Nearest station, Banff or Lake Louise. Open June 21-September 10, 1935.

SPECIAL EVENTS IN THE WEST—1935



On Her First Ride

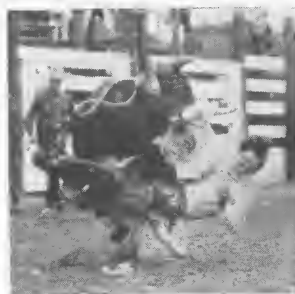
The Stampede, Calgary—Cowboys and Indians from every part of the continent vie for the honors in roping, broncho-busting and bull-dogging which are but part and parcel of this western carnival week July 8th to 13th. Reservations at Hotel Palliser, Calgary, Alberta.



The Line up

Sky Line Trail Hikers of the Canadian Rockies—Annual Hike—Four Day Trip, Banff to Egypt Lakes and return. Leave Banff Friday, August 2nd, return to Banff Monday, August 5th.

Trail Riding, Canadian Rockies—Trailing the clouds on horseback by day, camping in a tepee or at one of the Chalet-Bungalow Camps in the cool of the evening—these are the joys of trail riding. The 1935 Ride is July 26th to 30th. Ask for information from the Secretary, Windsor Station, Montreal, Que.



He Takes a Bow

Indian Days at Banff—It's a colorful spectacle, the celebration, July 19 to 21, when four hundred Stoney Indians gather for their tribal sports. Superbly mounted, the braves in their costumes of white buckskin, trimmed with beadwork and ermine, and their feathered head-dresses, make a memorable pageant.

THE BREWSTER TRANSPORT, BANFF, ALBERTA

offers a delightful Motor Detour



This trip will run every day, in each direction, from June 22 to September 10, 1935.

Motor Miles	Traveling Westward
0	Arrive Banff from Chicago and Twin Cities.
2	Transfer to Banff Springs Hotel, General Drive around Banff 1:30 pm
	Returning to hotel at 3:30 pm
24	Leave Banff Springs Hotel 4:00 pm
40	Ar. Johnston Canyon, 40 minutes' stop—30 minutes' walk
65	Ar. Chateau Lake Louise 6:30 pm
	STOP OVERNIGHT
65	Leave Chateau Lake Louise 9:00 am
	Arrive The Great Divide
73	" Wapta Bungalow Camp 9:30 am
81	" Kicking Horse Pass
86	" Meeting of the Waters
97	" Yoho Valley Camp 10:30 am
99	" Field Station 11:30 am
103	" Natural Bridge
103	" Emerald Lake Chalet 12 noon
103	Leave Emerald Lake Chalet 12:45 pm
	Arrive Kicking Horse Canyon
	" West Park Entrance
142	" Golden Station 2:45 pm
	Time changes at Golden to Pacific time—One Hour Slower
	Leave Golden for Vancouver

Motor Miles	Traveling Eastward
	Arrive Golden from Vancouver
	All times below are Mountain time, one hour faster.
0	Leave Golden Station 10:30 am
	Arrive West Park Entrance
35	" Kicking Horse Canyon
39	" Natural Bridge
39	" Emerald Lake Chalet 12:30 pm
39	Leave Emerald Lake Chalet 3:30 pm
45	Leave Field Station 4:00 pm
56	Arrive Yoho Valley Camp 5:00 pm
61	" Meeting of the Waters
69	" Kicking Horse Pass
69	" Wapta Bungalow Camp 6:00 pm
	" The Great Divide
77	Arrive Chateau Lake Louise 6:30 pm
	STOP OVERNIGHT
77	Leave Chateau Lake Louise 9:00 am
	Arrive Lake Louise Station
102	" Johnston Canyon
	40 minutes' stop—30 minutes' walk
118	Arrive Banff Springs Hotel 12 noon
118	Leave Banff Springs Hotel 1:30 pm
	General Drive around Banff, returning to hotel at 3:30 pm
142	Transfer to Banff Station
	Leave Banff
	For Twin Cities and Chicago

COST

The cost of the above Motor Detour in either direction is:

Transfer, Banff Station to Banff Springs Hotel	\$ 0.50
General Drive around Banff	3.00
Banff to Lake Louise	5.00
Lake Louise to Emerald Lake	5.00
Emerald Lake to Golden	5.00
	\$18.50

Not Included—Meals en route or room at Chateau Lake Louise.

Any part of the above trip can be omitted, or the journey may be broken at any intermediate point and resumed at a later date. The entire Detour may be made in an elapsed time of 24 hours when necessary.

The Kananaskis Ranch—near Banff Park, bordering the Indian Reservation at Morley. Special low rates for 1935 include meals, lodging, the exclusive use of a private saddle horse and transportation for guests and baggage from Seebe Station. Address, C. B. Brewster, Kananaskis, Alta. 31

BAGGAGE

One club bag or valise will be carried free, additional pieces as follows—no trunks or heavy pieces.

Banff to Lake Louise	\$0.25 per piece
Lake Louise to Emerald Lake .....	.25 per piece
Emerald Lake to Golden .....	.25 per piece
Through trip, Banff to Golden .....	.75 per piece

SLEEPING CAR ACCOMMODATIONS

If you want sleeping car reservations made, so that when you come to the end of this Motor Detour you will have reservations—and if you have not already made them—you should—

Going Westward—Apply on arrival at Banff, either Depot Ticket Office or Hotel Ticket Office, for space west of Golden.

Going Eastward—Apply on arrival at Chateau Lake Louise (Ticket Office) for space east of Banff.

MOTOR DRIVES IN THE ROCKIES

Brewster Transport, Banff.

1. Banff General Drive

Buffalo Park, Tunnel Mountain, Bow Falls, Spray Valley, Zoo, Cave and Basin, Golf Links. Two trips a day, 22 miles, 2½ hours, \$3.00.

2. Banff—Lake Louise

Double Daily Service each way, with stop at Johnston Canyon, 3 hours, 42 miles, \$5.00 one way—\$8.00 round trip.

Leave Banff Springs Hotel 9:00 a. m., 4:00 p. m.

Leave Chateau Lake Louise 9:00 a. m., 4:00 p. m.

3. To Lake Minnewanka

One trip a day, 3½ hours, \$3.25.

4. The Lariat Trail—Three Days, Three National Parks

This magnificent ride takes you not only the same route as the Motor Detour but also over the far-famed Banff-Windermere Road. It takes you through Banff National Park, Kootenay Park, the Columbia Valley, the Kicking Horse Canyon, Yoho Park and the Great Divide.

Leave Banff 10:00 a. m. (Lake Louise 9:00 a. m.) on any day with a minimum of 3 passengers during summer season. First day, Marble Canyon, Vermilion River Crossing, Radium Hot Springs. Second day, Golden, Emerald Lake. Third day, Yoho Valley Camp, Wapta Camp, Lake Louise, Banff.

Ample time allowed at all points of interest. Distance 300 miles. Price \$30.00, not including meals or lodgings. All expense \$45.00.

5. Calgary—Banff

Daily Service each way, \$3.00 one way—\$4.00 return.

Leave Calgary	4:00 p. m.
Arrive Banff	7:00 p. m.
Leave Banff	8:00 a. m.
Arrive Calgary	11:00 a. m.

6. Lake Louise and Emerald Lake

Double Daily Service each way, 42 miles, 3 hours, \$5.00. Return, \$8.00.

Leave Lake Louise.....	9:00 a. m.	2:30 p. m.
Arrive Yoho Valley.....	10:30 a. m.	4:00 p. m.
Arrive Emerald Lake.....	12:00 noon	5:30 p. m.
Leave Emerald Lake.....	9:15 a. m.	3:30 p. m.
Arrive Yoho Valley	10:45 a. m.	5:00 p. m.
Arrive Lake Louise	12:15 p. m.	6:30 p. m.

7. Moraine Lake and Valley of the Ten Peaks

Leave Chateau Lake Louise 10:00 a. m., 1:30 p. m., 4:00 p. m.

Time 2½ hours, 18 miles \$2.50.

8. Emerald Lake to Golden

The trip from Emerald Lake to Golden is considered the outstanding portion of the Motor Detour. The route is via Natural Bridge and Kicking Horse Canyon and the scenery is magnificent throughout the entire journey. One way 39 miles. Leave 12:45 p. m. One way, \$5.00; return, \$8.00.

9. Rawhide Trail, Emerald Lake to Waterton Lakes

Two and one-half Day Scenic Motor Tour to Waterton Lakes via Columbia River Valley, Radium Hot Springs and Crow's Nest Pass. This trip will operate any day during July and August with three or more passengers, and in reverse direction on same basis, but two days notice required. One way, 400 miles. Motor only, \$30.00. All expense, \$45.00.

Motor Cost Waterton to Banff via Rawhide Trail \$40.00

Half rate for children under 12 years

10. Calgary and Waterton Lakes

June 15-September 15

Leave Calgary	8:00 a. m.	Leave Waterton Lakes..	8:30 a. m.
Arrive Macleod	12:00 noon	Arrive Macleod	11:20 a. m.
Leave Macleod	12:45 p. m.	Leave Macleod	12:55 p. m.
Arrive Waterton Lakes..	3:35 p. m.	Arrive Calgary	3:50 p. m.

One way, \$7.00. Return, \$12.60.

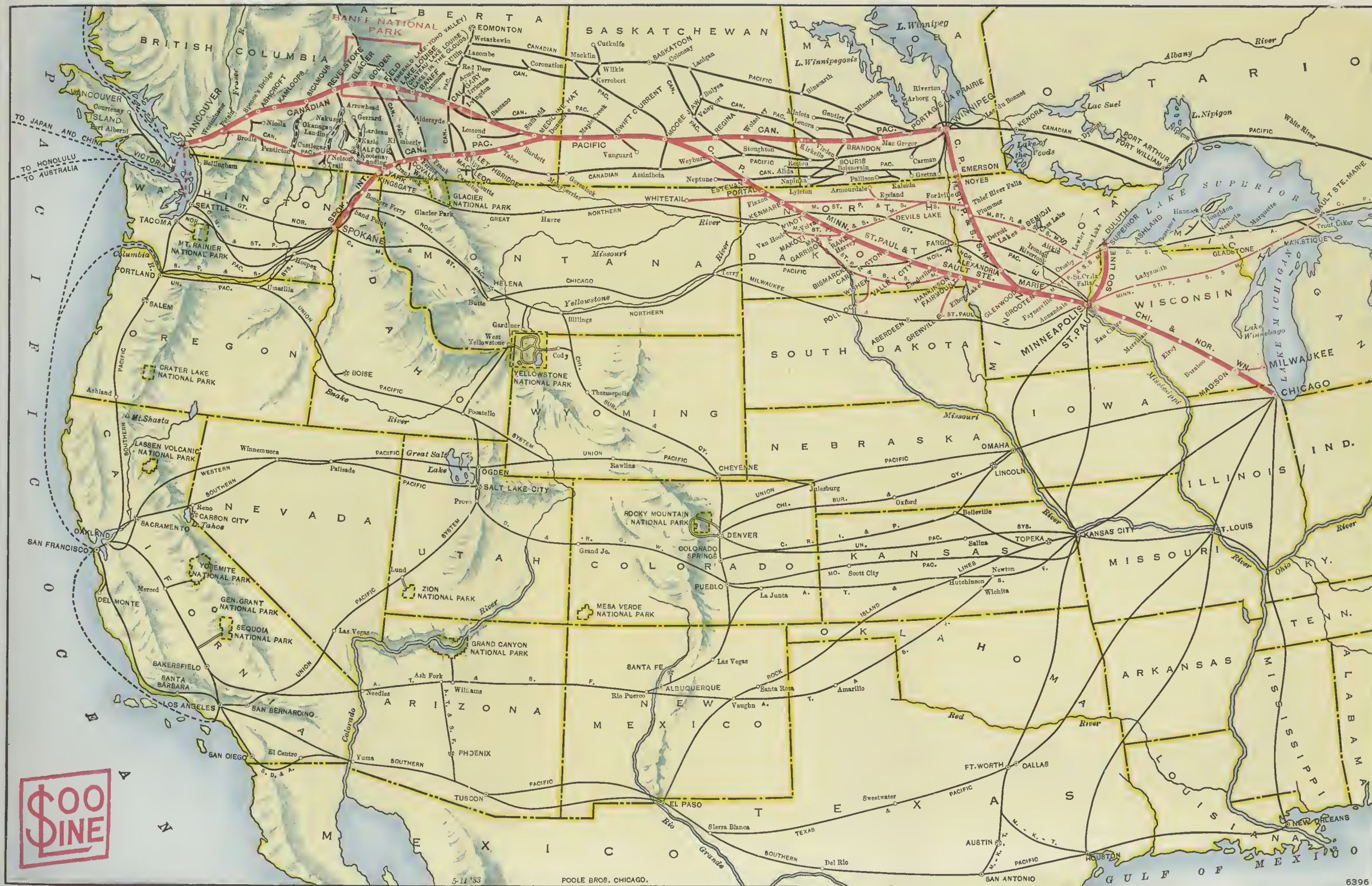
SADDLE HORSE TRIPS

Saddle Horses are available at all hotels and camps.

Daily trips to points of interest arranged.

Saddle Horses per hour \$1.50; ½ day \$3.00; all day \$4.50. Guides per hour \$1.50; ½ day \$3.50; all day \$6.00.

Camping, Fishing and Hunting Trips arranged. Prices on application to BREWSTER TRANSPORT CO., LTD., Head Office, Banff, Alta.



\$OO
\$INE

POOLE BROS. CHICAGO.

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Clarence Conaughy